CHARRETTE

GREAT IDEAS FOR SMALL SPACES !

February 14 - 16, 1992

Regional Municipality of
Ottawa-Carleton
May, 1992

#1254

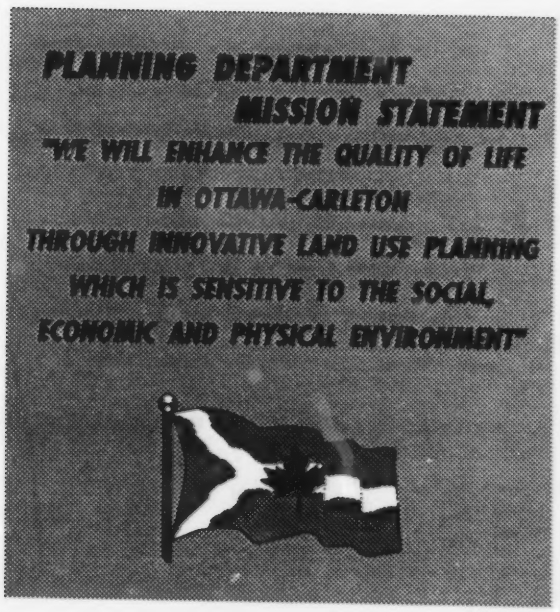
92-06706/

CHARRETTE

GREAT IDEAS FOR SMALL SPACES !

Solutions for Compact Neighbourhoods

February 14 - 16, 1992


PLANNING DEPARTMENT
MISSION STATEMENT
"WE WILL ENHANCE THE QUALITY OF LIFE
IN OTTAWA-CARLETON
THROUGH INNOVATIVE LAND USE PLANNING
WHICH IS SENSITIVE TO THE SOCIAL,
ECONOMIC AND PHYSICAL ENVIRONMENT"

Regional Municipality of Ottawa-Carleton
Planning Department
May, 1992

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Winterlude Activities at Regional Headquarters
energized the teams working inside

First prize winning team members with Evelyn Gigantes, Minister of Housing. From left to right:
Chinglin Wu, Chris Brouwer, Max Bacon, Grant Morden, Evelyn Gigantes, Eleni Reed and Sid Thakar

Words from the Planning Commissioner

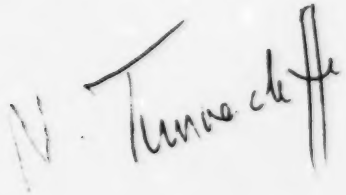
Neighbourhood and Community Design Using Alternative Standards

For years planners and engineers have used the same standards of right-of-way width and lot size in their design of new neighbourhoods. Furthermore, standards relating to the requirement for curbs and gutters and individual lateral connections for each house from services and utilities in the street have gone unchallenged.

With the increasing pressure on house prices on the one hand and the realization that salaries are not likely to rise substantially in the near future, it is clear existing standards should be reviewed with a view to creating more housing which is affordable and saleable in the market place.

With this in mind, a group of planners and engineers from both regional and area municipal levels and the homebuilding industry and the utility companies got together to review current standards. Their suggestions were contained in a draft report published in September 1991.

That report was the subject of discussion with many interested parties. It also formed the basis of a design charrette held 14-16 February 92. Eighty-two people took part in ten teams to design a new neighbourhood using the alternative standards on a five hectare site. Competition was keen, energy levels were high. The weekend was judged a great success. This booklet describes the main ideas presented at the charrette - ideas which we believe are both practical and transferable.



Co-Sponsors and Organizers

Co-sponsors

Regional Municipality of Ottawa-Carleton

Ontario Ministry of Housing

Ottawa Regional Society of Architects

Ontario Professional Planners Institute (Eastern District)

Canadian Society for Civic Engineering (National Capital Region)

The organizers of the Charrette would like to thank the co-sponsors who made the event possible

Organizers

Advisory Board :

John Cook (ORSA)

Trevor Boddy (Carleton University)

Ron Clarke (OPPI)

Guy Cormier (CSCE)

Michael Fritschij

Brenda Baxter

Kathleen Wills (OCHBA)

Karen Currie (Cumberland)

Charrette Co-Directors :

Mark Glassford (ORSA)

Sylvie Grenier (RMOC)

Media Spokespersons :

Marni Cappe (RMOC)

Mark Glassford

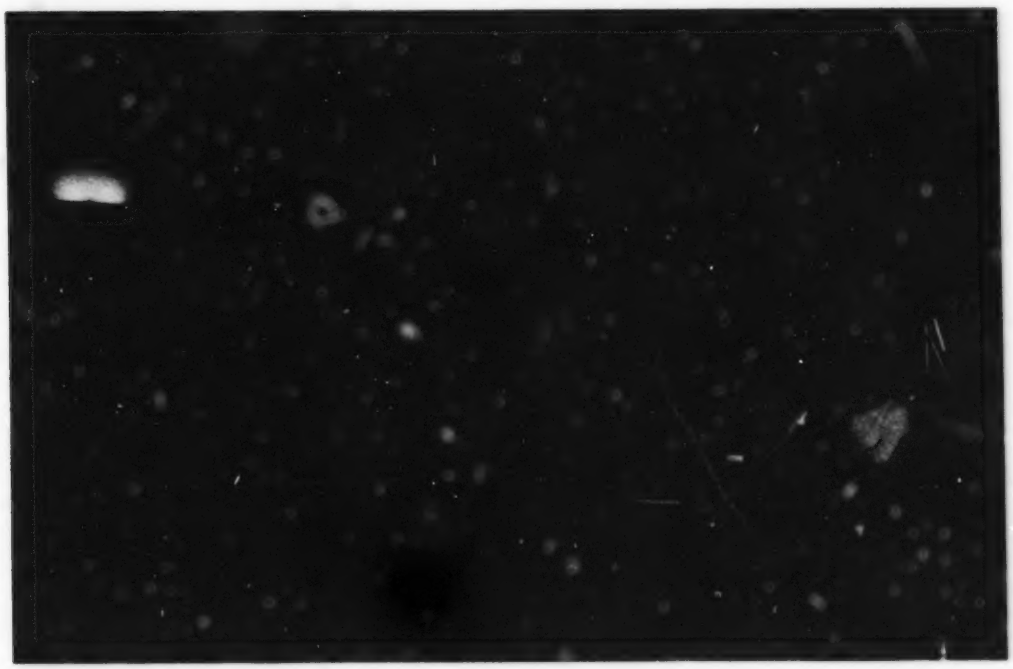
Sylvie Grenier (French)

Administrative Assistant :

Marcia Martin

Participants reviewing the proposals

Participants relaxing at end of the day



Closing Session, February 16

Guest Speaker and Jury Members

GUEST SPEAKER

Thomas Emodi

Thomas Emodi is Associate Professor at the Technical University of Nova Scotia and a Halifax architect. Mr. Emodi is a proponent of flexible house designs, with reduced and high quality spaces. Mr. Emodi has published several articles discussing design principles for good suburban housing.

JURY MEMBERS

Graham Bird

Graham Bird is an engineer and a development consultant. Mr. Bird worked as a civil engineer in the 70s. He was a City of Ottawa Councillor and member of Regional Council from 1980-1985. He was also a vice-president development of Perez Bramalea Limited.

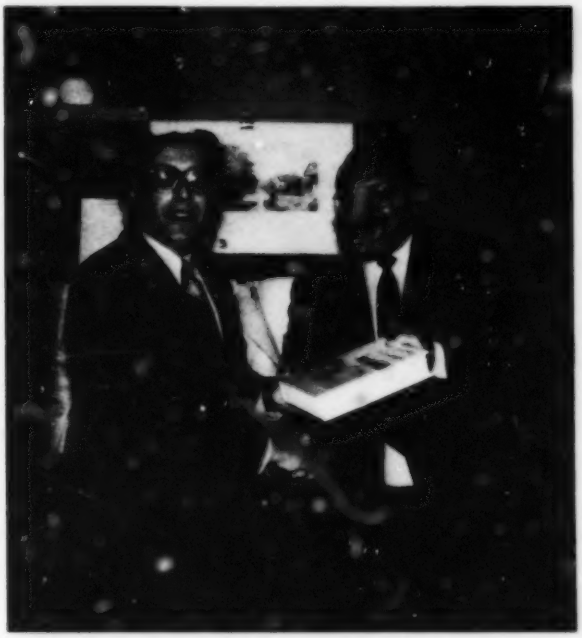
Avi Friedman

Avi Friedman is Assistant Professor at McGill University and Director of the Affordable Homes Program. Mr. Friedman has conducted much research into affordable housing. He has co-designed the Grow Home which has attracted attention across Canada and the United States. He has published widely, including contributions to several McGill affordable homes publications.

Nan Griffiths

Nan Griffiths is Associate Professor, at Carleton University's School of Architecture, specializing in urban design. Nan Griffiths has written articles and has participated in several charrettes. She has a longstanding interest in the relationship of urban design to women's issues; she has written and recently lectured on "Housing, Women and the Utopian Dream".

Thomas Emodi
chatting with participants



Peter Clark, Regional Chair,
presenting a book to Avi Friedman

From left to right: Avi Friedman, Nan Griffiths, Graham Bird

Introduction & Background

INTRODUCTION

This booklet is the result of an exciting weekend of developing new ideas and innovative approaches to rethinking the conventional model of suburbia.

Responding to the challenge, more than 80 architects, landscape architects, planners, builders, students and consumers took part in a two and a half day charrette. Ten teams produced design proposals for compact development, using a site in Ottawa-Carleton. While only four proposals could be awarded prizes, every proposal included interesting concepts worthy of mention.

No booklet can reflect all of the ideas from such a charrette but we have tried to pick some of the most meaningful ones. All of the proposals are described in the pages that follow. We hope in this way that the ideas which started to grow on the weekend of February 14, 1992 will continue to circulate and provoke new discussions and insights.

BACKGROUND

The development standards in use today were designed for periods of economic prosperity and strong household formation. However, the housing market and the economy are changing in ways that demand innovation from architects and builders and require flexibility from municipal regulators. Downsizing lots and houses is not only an effective way to make houses more affordable, it is also a way to meet the requirements of an increasing number of non-family households, smaller households and seniors.

Smaller can be better. Reducing the habitable space and the lot area does not mean forsaking modern standards of comfort and convenience. It means that attention needs to be paid to the quality of design to make the space as efficient and attractive as possible.

In January 1991, the Regional Planning Department coordinated a committee to examine engineering and planning standards with the view to reducing housing costs in new development. The Committee, composed of representatives from the homebuilding industry, utility companies as well as regional and municipal engineers and planners, agreed that development standards can be modified to generate important cost savings. The use of alternative standards such as reduced rights-of-way width, reduced lot sizes and setbacks can lower housing costs by reducing the amount of land required per housing unit and by distributing the cost among a greater number of units. Therefore, compact development and a more efficient use of land are key factors in reducing the cost of housing.

In addition to facilitating a reduction in housing costs, compact development supports several regional policy objectives for efficient use of public resources, an efficient transportation system, energy efficiency and the protection of natural and agricultural resources.

Teams at work

The Charrette Design Brief

CHARRETTE CHALLENGE

The public is concerned about housing affordability, the efficient use of public resources and the protection of the environment. Several professional groups are talking about these issues. The charrette provided an opportunity for further discussion of these issues. Multi-disciplinary teams were invited to submit design proposals on compact development based on the alternative standards proposed by the Working Committee.

The objectives of the charrette were threefold:

1) To show that alternative standards can create an attractive and affordable neighbourhood.

2) To examine the standards proposed by the Working Committee, namely the 16 metre ROW width, smaller house and lot sizes.

3) To explore design alternatives (lot configuration, house design and siting) for a small lot development based on the proposed standards.

GOALS AND CRITERIA

The teams were asked to take into consideration the following principles and functional criteria: (they are not listed in order of priority)

- Unit design proposals should attempt to minimize the construction cost.
- The built form of the housing units should establish a clear relationship to surrounding units and the neighbourhood in the design proposals.
- The units and orientation on lots should be adaptable to changing household needs.
- A clear order should be evident between the various spatial realms of the proposal: private, semi-public and public.
- The building configurations should maximize privacy, orientation to sunlight, view and natural ventilation.
- Streetscape variety should be encouraged.
- Units should accommodate the requirements of small households of diverse age and type. The following proportion of household types should be used in developing design proposals: 65% families with children, 20% couples without children, 10% singles, and 5% seniors.
- The housing units should be designed for freehold market housing.
- Provision could be made to accommodate non-traditional households.
- Units should be a mix of ground-oriented house types (vertically separated with a street access).
- Every lot should have frontage on a public road with vehicular access to the unit.
- The site is zoned for residential use only.
- The gross density should be a minimum of 15 units/acre.
- 5% of the site should be reserved for usable, landscaped open space. Landscaping of common, semi-public and private areas should be enhanced to compensate for reduced lot dimensions.
- The use of cul-de-sacs is not recommended.
- All local road allowances should be 16 metres.

REVISED STANDARDS FOR DEVELOPMENT

For the purposes of the charrette, the revised standards listed below were to be considered recommendations rather than requirements.

The intent was to have teams examine the proposed lot dimensions and setbacks, as listed below, for feasibility. Design proposals which altered the standards, listed below, were to clearly indicate the rationale for the variations.

The teams were presented with the following list of standards:

1. **Right-of-Way Width (ROW)**

   The ROW for local streets will be 16 metres (52 feet). The 16 metre ROW assumes the following:

   - an 8 metre (26 feet) pavement
   - two 4 metre (13 feet) boulevards
   - 1.5 metre (5 feet) clearance for snow storage within the boulevard
   - no sidewalks
   - parking on one side of the road; driveways are twinned to accommodate on-street parking
   - underground and front yard servicing
   - trees on boulevards and/or private property

2. **Lot Dimensions**

   The lot dimensions shown below can be modified while keeping to a minimum the amount of land required for each unit.

   Lots for Singles

   Dimensions: 7.9 x 23 metres (26 x 75 feet)
   Setbacks: zero lot line to 1.2 metre (4 feet) for side yard
   3 metres (10 feet) for front yard
   6 metres (20 feet) for back yard

   Lots for Townhouses

   Dimensions: 5.5 x 23 metres (18 x 75 feet)
   Setbacks : 3 metres (10 feet) for front yard
   6 metres (20 feet) for back yard

3. **Parking**

   Most lots (90%) should accommodate a single car garage or a carport, as well as parking for one car in the driveway. Double garages are not permitted. While the use of lanes was excluded by the Committee, some teams could look at this option to accommodate parking. The use of lanes would assume that homeowners would be responsible for snow removal. Other parking options are welcomed.

4. **Unit Size**

   A single detached house should be no greater than 139 square metres (1,500 square feet). Other house types such as townhouses and semi-detached houses should be approximately 121 square metres (1,300 square feet), or less. The units are intended primarily for first time homebuyers, empty nesters and generally for small households.

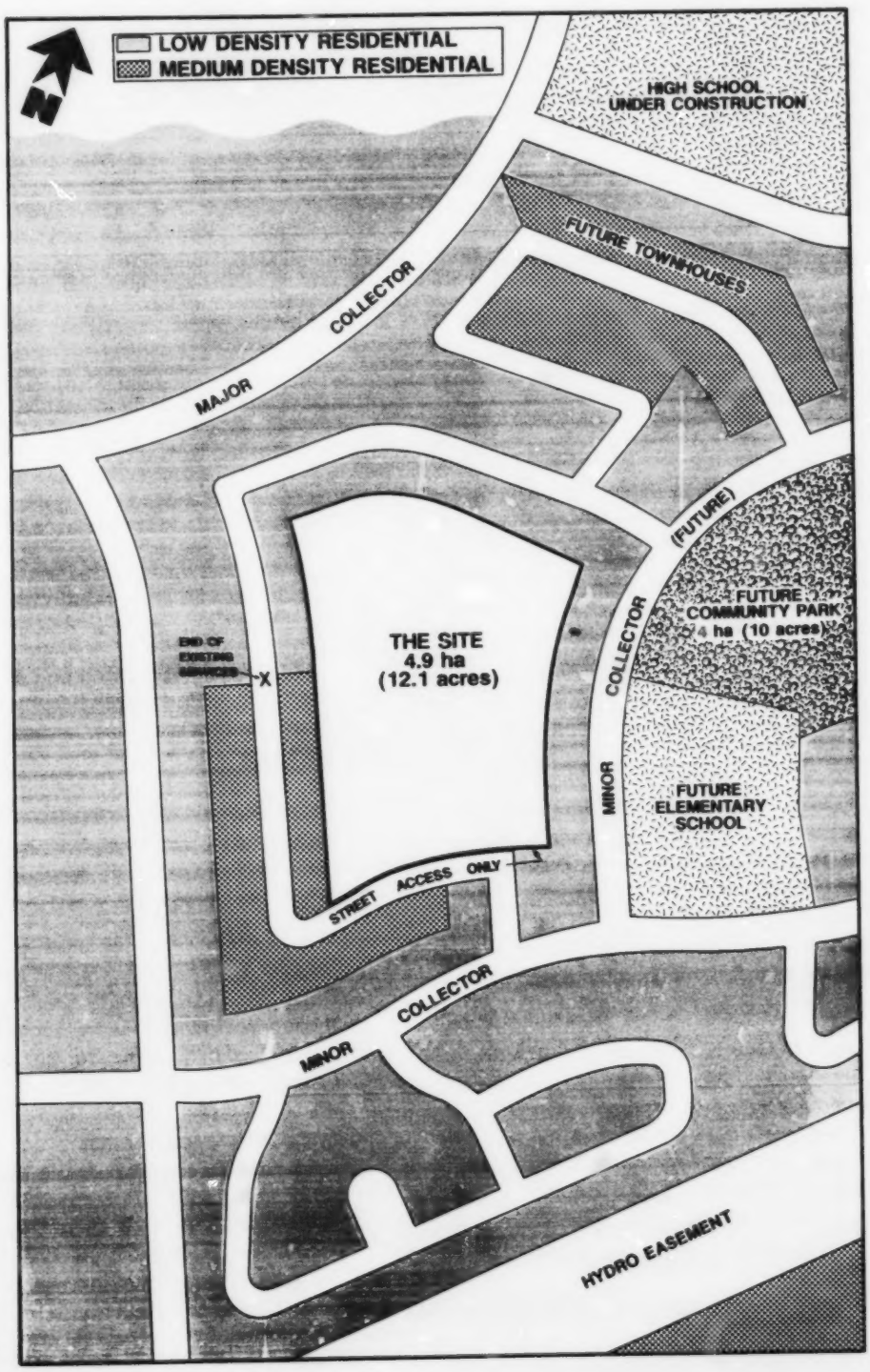
SITE DESCRIPTION

The site used for the purpose of the charrette is a serviced 4.9 hectare site (12.10 acres) surrounded by residential development, mainly composed of singles and townhouses.

It is adjacent to a future elementary school and a planned community park. Two high schools are within a walking distance from the site. Regional as well as neighbourhood shopping facilities are located nearby. The site is well served by transit service. The minor and major collectors are used as bus routes.

PRESENTATION REQUIREMENTS

Each team was requested to prepare a model, drawings and a written description of the proposal and philosophy of the approach taken for review by the jury.


LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
N
HIGH SCHOOL
UNDER CONSTRUCTION
FUTURE TOWNHOUSES
MAJOR COLLECTOR
(FUTURE)
FUTURE
COMMUNITY PARK
4 ha (10 acres)
THE SITE
4.9 ha
(12.1 acres)
END OF
EXISTING
SERVICES
X
MINOR COLLECTOR
FUTURE
ELEMENTARY
SCHOOL
STREET ACCESS ONLY
MINOR COLLECTOR
HYDRO EASEMENT

Site Plan

Site - looking east

Site - looking south

Team One

First Prize

TEAM LEADER :

Max Bacon

TEAM MEMBERS :

Jill MacFarlane
Andy Naoum
Sid Thakar
Eleni Reed
Chris Brouwer
Grant Morden
Chinglin Wu
Jennifer Mallard

COURTYARD MEWS

This proposal emphasizes the blend of traditional suburban characteristics with flexible house design and quad units to maximize the use of space at street corners. Quad units are four units, two or three storeys high, attached together (see elevation).

A park (6% of site) is the focus for community activity and can easily be reached by all age groups in safety. Land adjacent to the park will be allocated for a building, the use of which can be determined by the residents (daycare, meeting rooms, etc.).

The team decided that the higher gross density of 37 units/hectare (15 units/acre) warranted sidewalks. The cost of the sidewalks, about $120 per unit, was felt justified.

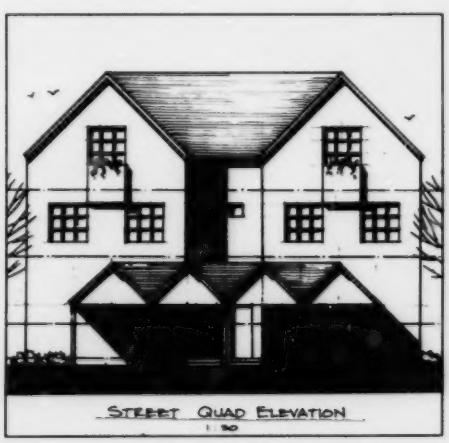
While the team preferred a lot depth of 30 metres (instead of the 23 metres in the criteria), they agreed on a minimum lot depth of 24 metres, which allows for varied setbacks and house designs. All of the detached and townhouse units were designed to be one or two floors to enable further variety in the street profile. All detached and townhouse units were provided with garages. These were fully recessed into the buildings so that the garage would not be the dominant element of the street design.

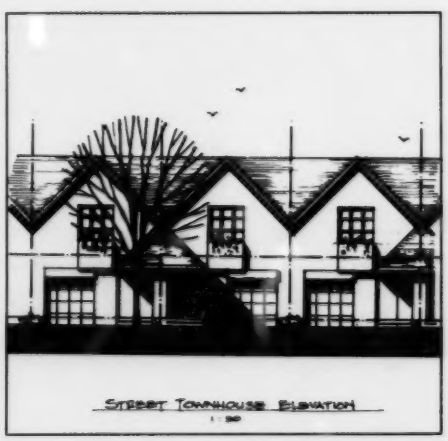
A flexible house design features a courtyard, a semi-enclosed front porch, and the possibility to accommodate an attached granny flat at the rear. It is estimated that a 112 square metre (1,200 square foot) house would sell at $110,840 (1995 price).

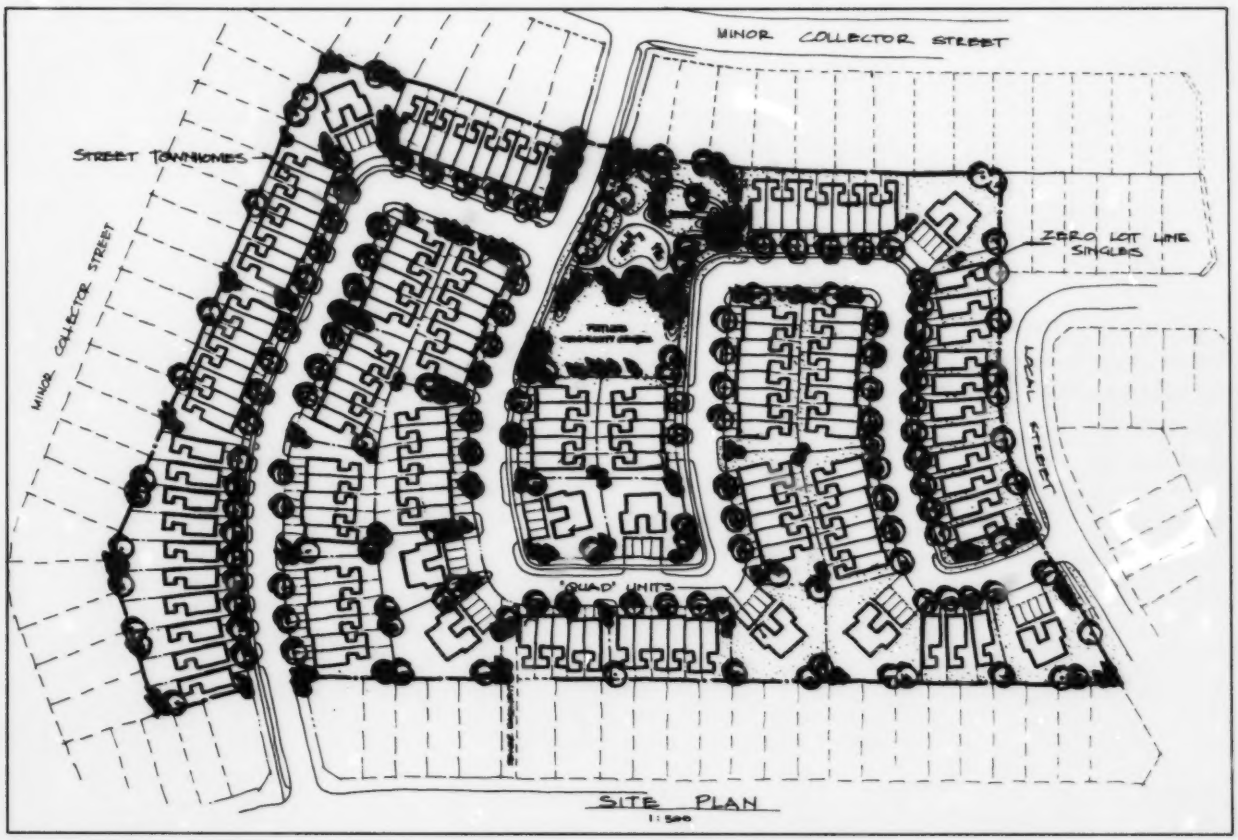
The team believed that with care in the placement of a small number of different unit types on the street and particular attention to landscaping details, a very satisfactory streetscape can be produced.

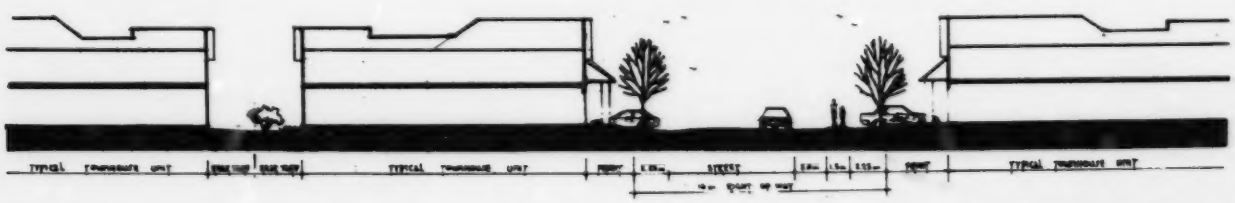
Several landscape elements were given attention, such as one tree for each two dwellings and the definition of the sidewalk and driveways with concrete pavers set in asphalt. Even with this embellishment, the cost per unit would be substantially less than normal curb and sidewalk construction.

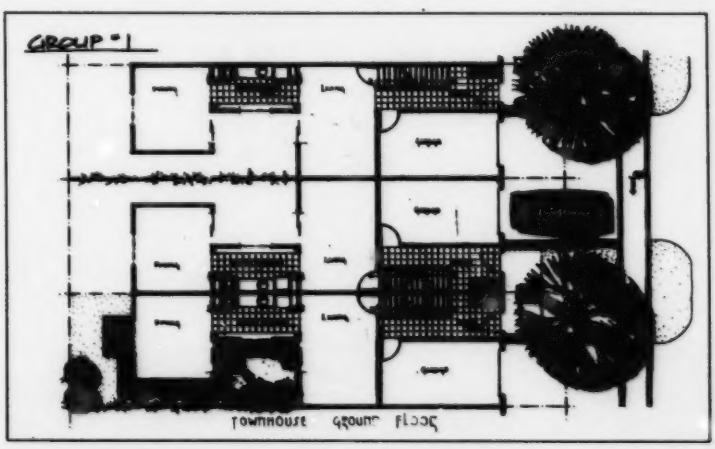
UNIT TYPES	UNIT COUNT	LOT SIZES	UNIT SIZES
Single Family	24	7.9 x 24 m	40 m
Townhouses	123	5.5 x 24 m	111 m
Quads	36	26 x 26 m	80 m (+ 3rd floor)
Total	183		






MINOR COLLECTOR STREET
STREET TOWNHOMES
MINOR COLLECTOR STREET
ZERO LOT LINE SINGLES
LOCAL STREET
'QUAD' UNITS
SITE PLAN
1:500




GROUP "1
TOWNHOUSE GROUND FLOOR

Team Two

Second Prize

TEAM LEADER :

Stefan Hansel

TEAM MEMBERS :

Scott Manning
Jennifer Fraser
Jasmine Frechette
Jason Grant-Henley
Laura McKendrick
Sherri Shorten
Brian Rex
Ralph Wiesbrock
Paul Rains
André Bourges

COMMUNITY IDENTITY

This proposal provides for an extensive pedestrian system and a mixture of land uses to create a dynamic community that facilitates human interaction.

The primary entrance to the community is via an east-west boulevard. Framed on both sides by row houses, this boulevard serves to define the space for a central square. On the west, the square is enclosed by a community "activity centre" (postal boxes, community notice boards, benches) and a small proprietor-operated grocery/drug store. A community-operated daycare is close by. Pedestrian paths from the community converge at this centre and lead one through the central landscaped portion of the square which functions as a passive recreation space. The proposed school completes the square's eastern limits.

A variety of unit types are proposed to create a united neighbourhood suited to the changing needs, over time, of all age groups:

1) **Townhouses and trinity houses.** Most of these narrow three storey units face the boulevard and the square, with front doors close to the sidewalk and the street. Access to the underground garage is from the back. Conversion from residential use to commercial use would be permitted to respond to the demand for small office space. These units would have more of an urban than suburban character.

2) **Triple, quadruple units.** Three to four housing units, two to three storeys high, are attached to each other. A bend on the one way street allows for on-street parking for the units. Wide walkways connect the units to each other and to the parking area.

3) **Singles.** Most of the singles, on zero lot line, are located around the periphery of the subdivision. Different siting options are proposed allowing for a unit with a driveway to be placed next to a unit which uses on-street parking.

The use of strong colors is suggested for singles and semi-detached units as a cost-effective means to create a visual identity for the neighbourhood.

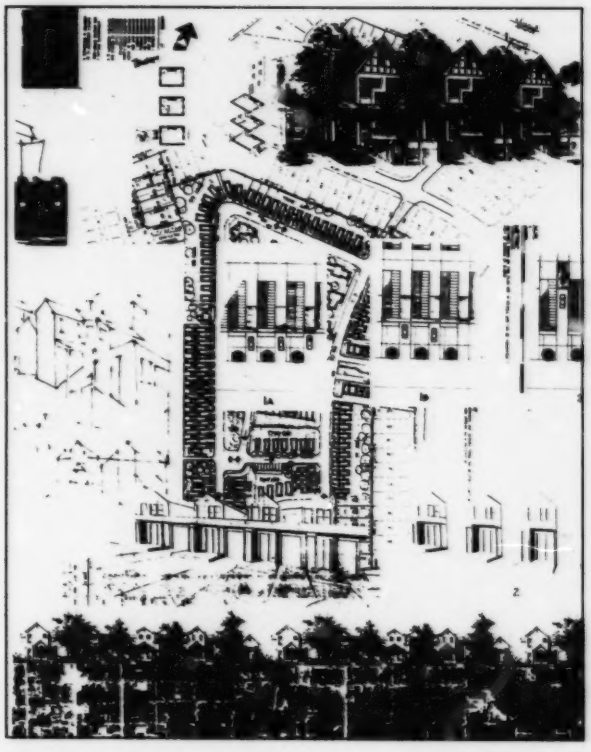
The problems of snow removal (and snow trucking) were addressed in the following ways:

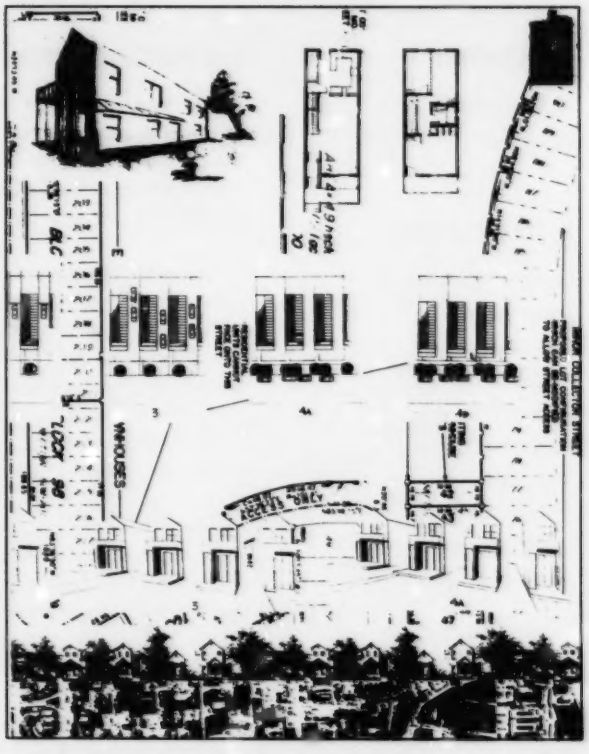
Reduction in the number of driveways; mixture of units with and without driveways. (Reduces the amount of snow to be cleared and allows for easier snow storage at the side of the street).

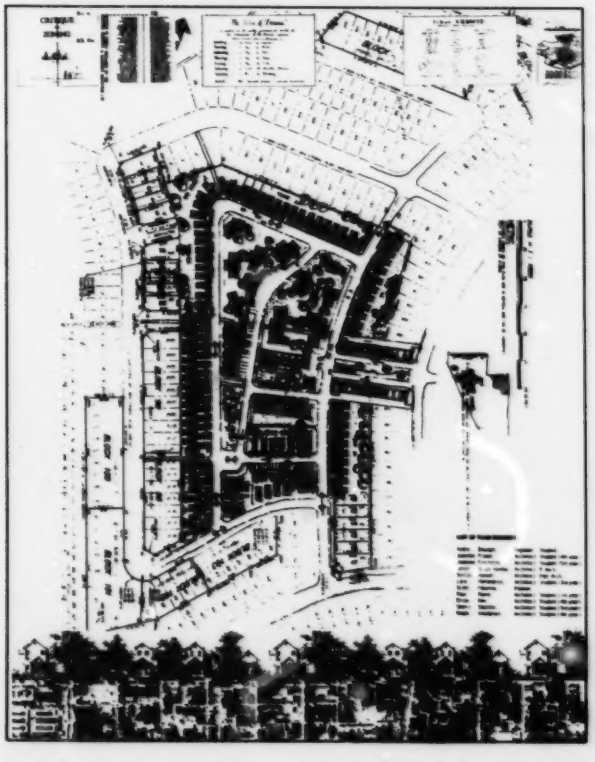
Introduction of summer-only driveways (solid tire tracks on grass).

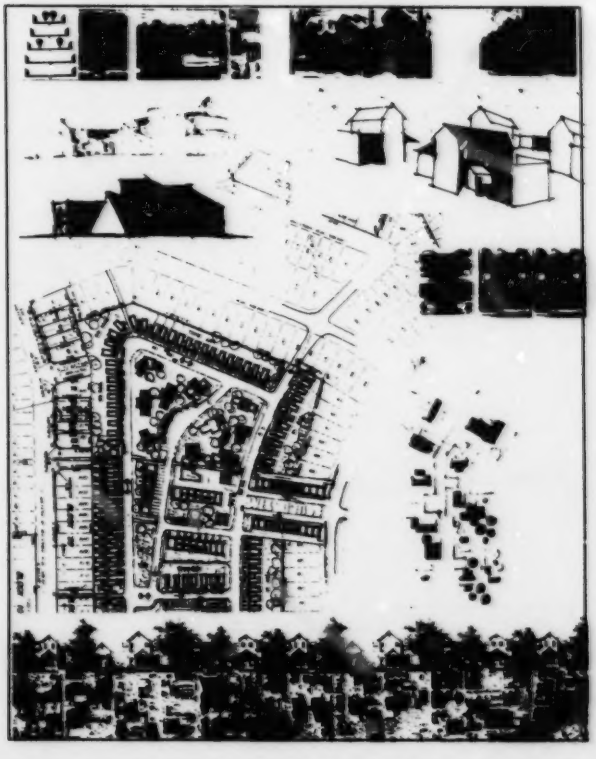
One way streets (see central park) with parking on right side and open space for snow storage on the left.

Open storage areas at end of streets, used in the summer as playgrounds, in the winter as "snow-playgrounds".









Team Three

Third Prize (co-winner)

CO-LEADERS :

Philip Piazza
Raj Rana

TEAM MEMBERS :

Michael Heitshu
Marc Côté
Ben Hong
Neil Bauman
Michel Frojmovic
Anthony Leaning
John Wright
Shauna Noyes
Susan Springthorpe
Radim Bohacek

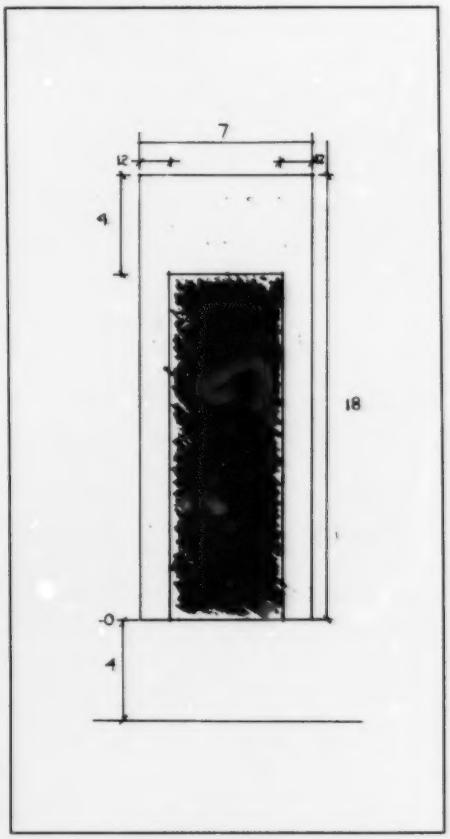
RUE-EUROPA-STREET

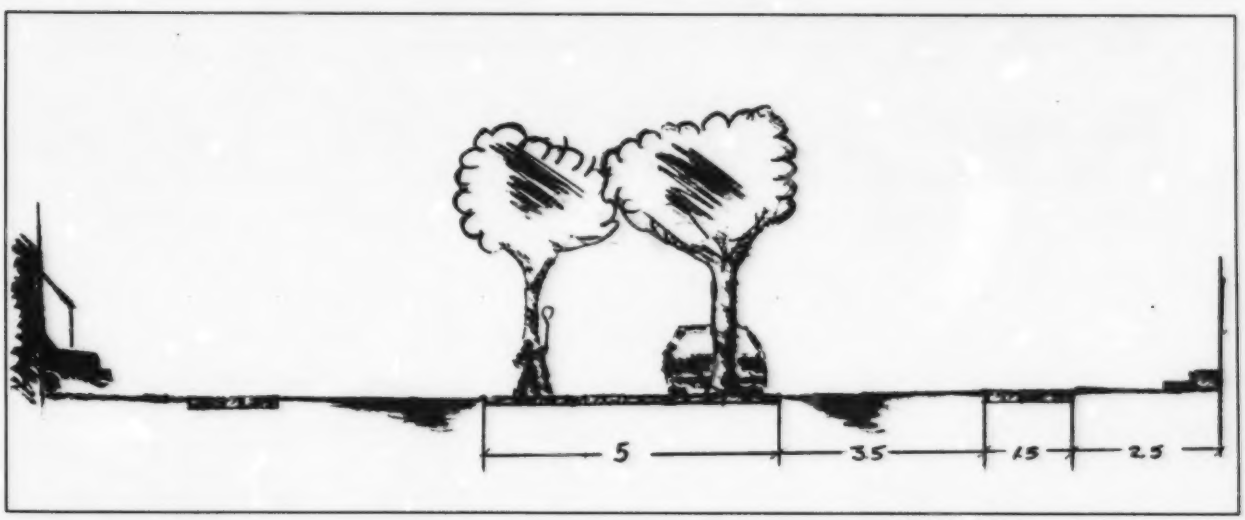
The proposal of team number three focuses on creating a sense of community; it is based on the concern that house design and urban planning in suburbia have been driven to accommodate cars rather than people.

To reinstate the notion of community, the proposal suggests: the use of verandas and the elimination of front yard setbacks to create private-public spaces; a variety of house designs (singles, carriage houses and corner lot homes) to allow for varied streetscapes; landscaped boulevards to provide an alternative to garages.

Garages are eliminated. Two parking spaces for singles are accommodated on a landscaped boulevard and two on-site parking spaces for each carriage house are located under a passageway which also serves as porch and entrance for two carriage house units.

The road allowance is increased from the proposed 16 metres to20 metres. However, the front door to door separation is decreased from 22 metres to 20 metres because frontyard setbacks are eliminated. Sidewalks are levelled with the street. The landscape of the boulevard would allow the area to mature gracefully, with a canopy forming a ceiling for the streetscape.




5
35
15
25

Team Four

TEAM LEADER :

Jim Colizza

TEAM MEMBERS :

Carol Christensen
Sylvain Ménard
John Ritchie
Allan Nisbet
Steven Pope
David Loker
Derek Waltho
Katie Chou

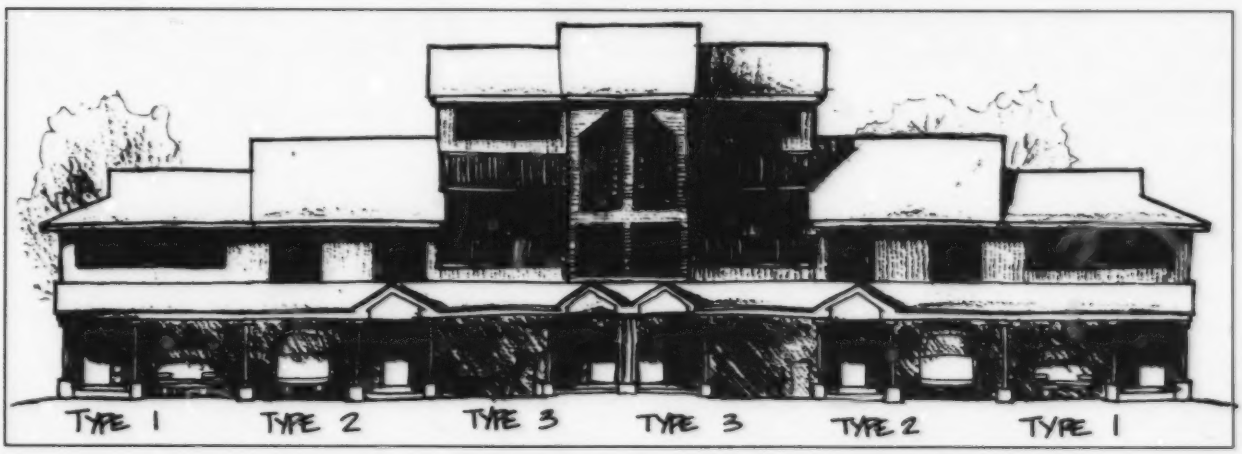
CREATING COMMUNITY

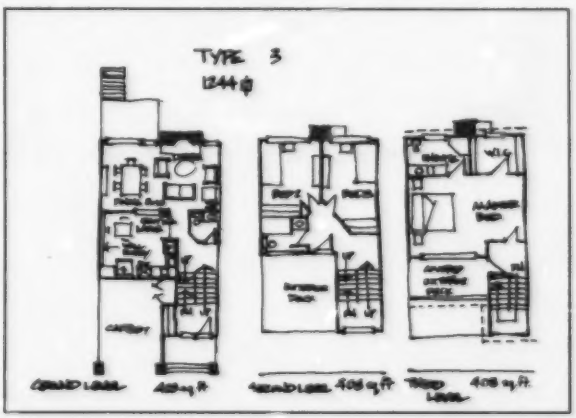
The proposal accepts the premise of a car-dominated streetscape but examines ways to soften the presence of the car. A central park, which has units fronting onto it, establishes the neighbourhood focus. The park is at the intersection established by the line between the west entrance and the community park and school, and the other line formed by the south vehicular entrance and postal house.

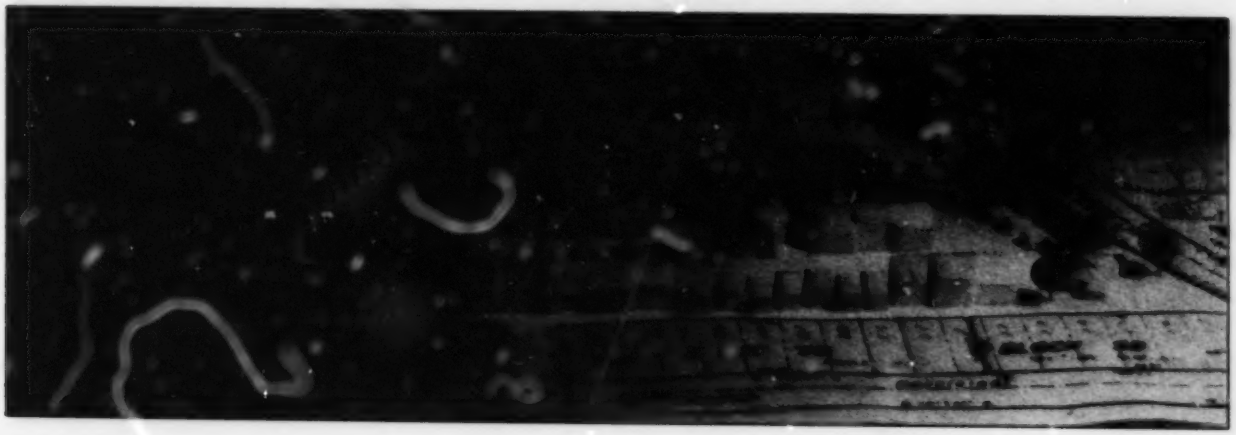
A variety of building types such as singles, semis, townhouses and bungalows have been located to reinforce corners, entries and edges. Attached bungalows (83 square metres/unit)(890 square feet/unit) for seniors have been designed to maximize the use of space on corner lots. The following unit types are proposed:

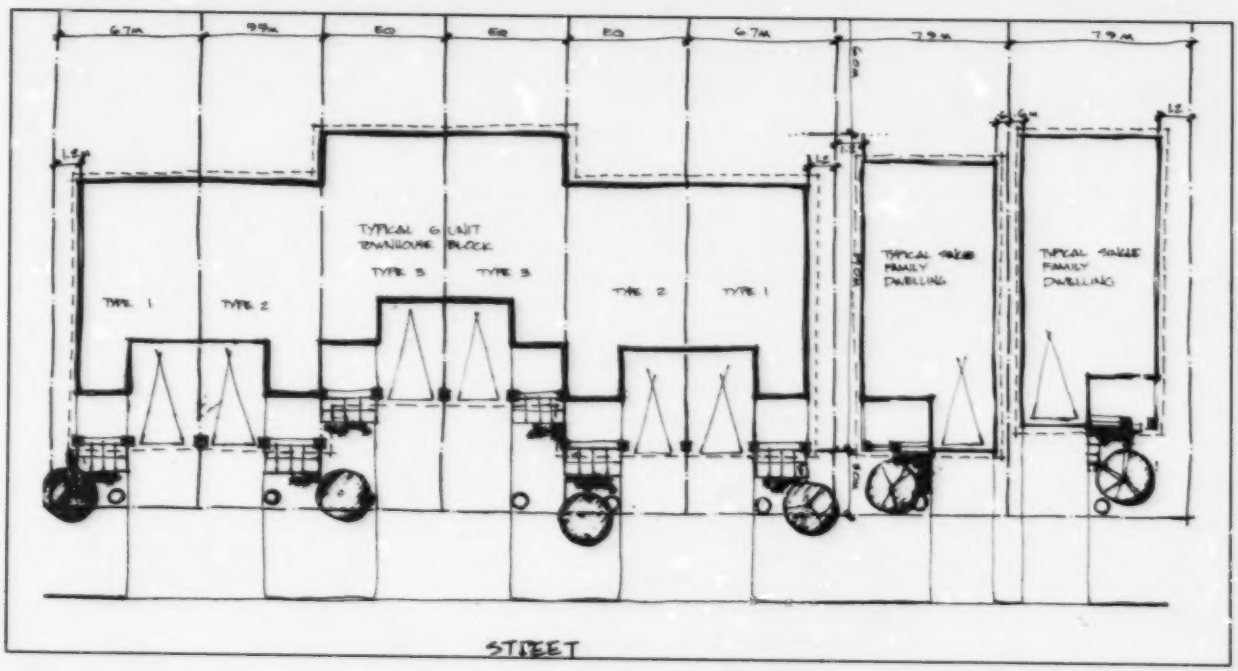
Singles	70
Semi-detached	8
Townhouses ($87\text{-}1074\ m^2$)($944\text{-}1244\ ft^2$)	94
Bungalows ($83\ m^2$)($890\ ft^2$)	12
Total	184

Team four commented that narrowing the house with an attached garage will not improve the quality of the suburb. A reduced road allowance will not in itself "foster" a sense of community, given that the garages only get closer and isolate the house from the street. Sidewalks within a small road allowance should be encouraged only if garages become less dominant.





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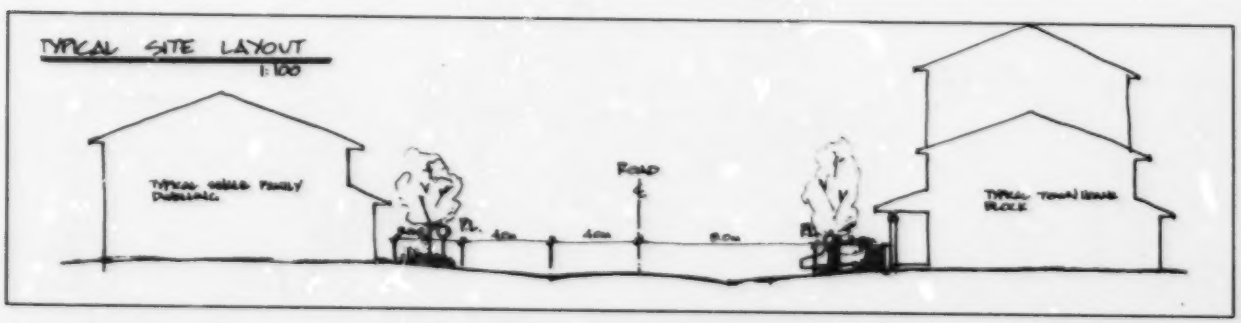
7.9m
7.9m
TYPICAL 6 UNIT TOWNHOUSE BLOCK
TYPE 1
TYPE 2
TYPE 3
TYPE 3
TYPE 2
TYPE 1
TYPICAL SINGLE FAMILY DWELLING
STREET


TYPICAL SITE LAYOUT
1:100
TYPICAL SINGLE FAMILY DWELLING
ROAD
TYPICAL TOWNHOUSE BLOCK

Team Five

TEAM LEADER :

Graham Murfitt

TEAM MEMBERS :

Don Morse
Chris Bradshaw
Nelson Edwards
Sandy Budge
Peter Steed
Manon Barel
Ken Foulds
Pierre Morimanno

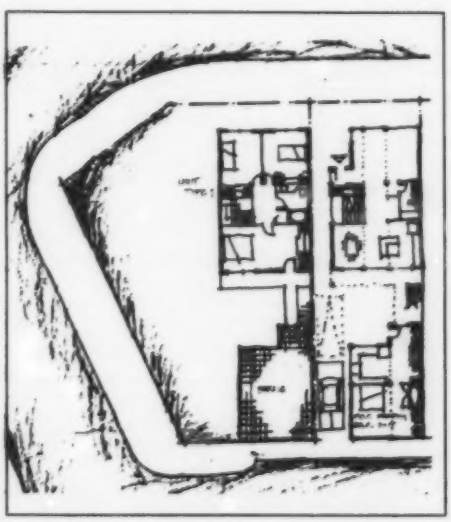
POTPOURRI #1

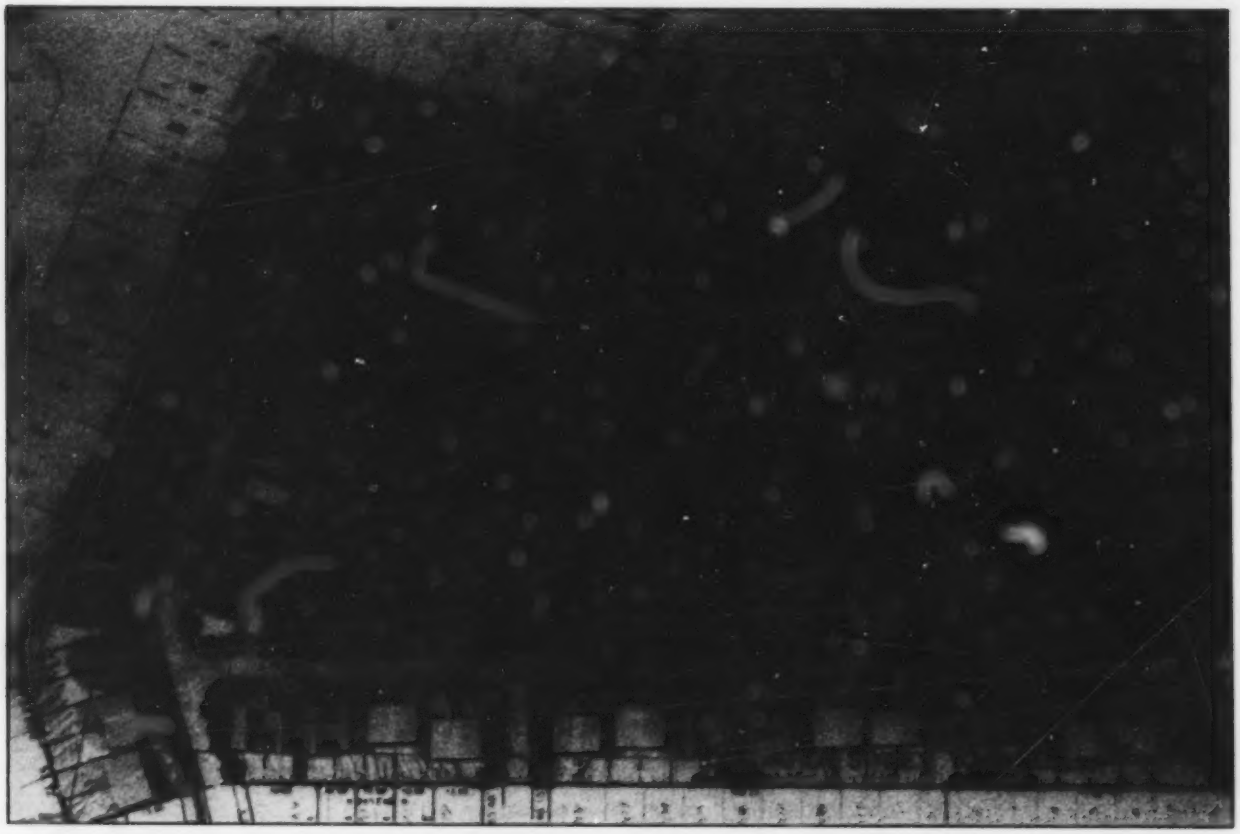
Team five set out to enhance the quality of life in suburbs by emphasizing mixed land use, opportunities for infilling and conversion, and by reducing the impact of the automobile. To achieve this team five decided to:

- Make the automobile less visible when parked, and non-intimidating when driven, for the sake of convivial street life and high urban design values.
- Bring traditional values to the suburbs, i.e. mixed land use, low-profile, high-density form, grid pattern (more pedestrian-friendly), and a mixture of household types (singles, seniors, single-parent, disabled).
- Create affordable units that are not just low-cost and high-density, but which are of the highest quality and provide for a maximum of community support and identity to offset the smaller interior and yard spaces.
- Incorporate publicly-owned, privately-maintained back laneways which provide off-street parking and allow for later infilling of accessory free-standing bachelor units (similar in design to "granny flats").
- Design the park land (over 9%) for use as a civic square, flanked by 3-storey housing and public access on all sides.
- Provide all owners with the opportunity, as-of-right, to create an accessory apartment through construction or conversion, e.g. construction of accessory apartments along laneways, or duplexing of singles, doubles, and townhouses, based on a "community design code".

The team had the following comments on their achievement of the design criteria:

1. The proposed lot sizes were accepted.
2. The street profile was accepted, except that on longer blocks, sidewalks were provided on one side.
3. The unit count - 142 - fell below the 181 targetted. However, the planned as-of-right infilling and conversion could produce 292 units, 111 more than targetted.
4. The requirement for garages and carports (for 90% of units) was not accepted as appropriate for affordability and urban design reasons.
5. The 5% park land required was almost doubled (9%).





SECTION THRU STREET

SECTION THRU LANEWAY

Team Six

TEAM LEADER :

Michael Fritschij

TEAM MEMBERS :

Roxane Morin
Chris Jalkotzy
Susan Fisher
Jim Kearns
Phil Brown

NEIGHBOURHOOD COMMON

The proposal calls for a central park to serve as a focus for the community. North and south of the park, narrow streets are designed for one-way traffic and visitor parking. These roads allow the townhouses to front onto a municipal road, ensure security for users of the park, and prevent the park changing from a community function to an extended private area for the townhouses. To maintain a people-oriented streetfront, the use of lanes is being proposed in the rear of the townhouses. Front yard setbacks have been reduced to a minimum around the park in order to maximize rear yard private amenity space.

Corner townhouses are designed as single storey units which can be adapted for the physically challenged. A mix of tenure and housing forms are proposed. At either end of the proposed park are multiple unit developments, comprising row and stacked townhouses, oriented towards an internal parking system. The two multiple unit developments are intended primarily for smaller households, in particular singles, seniors and childless couples or non-traditional families. They could be developed as condominiums, freehold units with joint use agreements on common elements, rental or co-operative ownership.

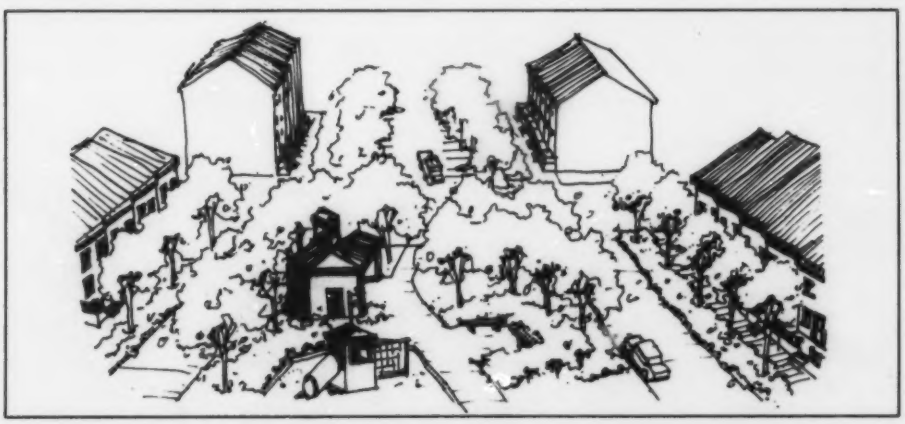
Reduced front yard setbacks for the single and semi-detached homes have been proposed along with verandas and porches in order to provide an opportunity for social mingling while establishing a buffer from the adjacent street right-of-way. Some singles are sited behind other singles and use shared driveways. This allows a number of houses to present traditional fronts to the street, unencumbered by garages.

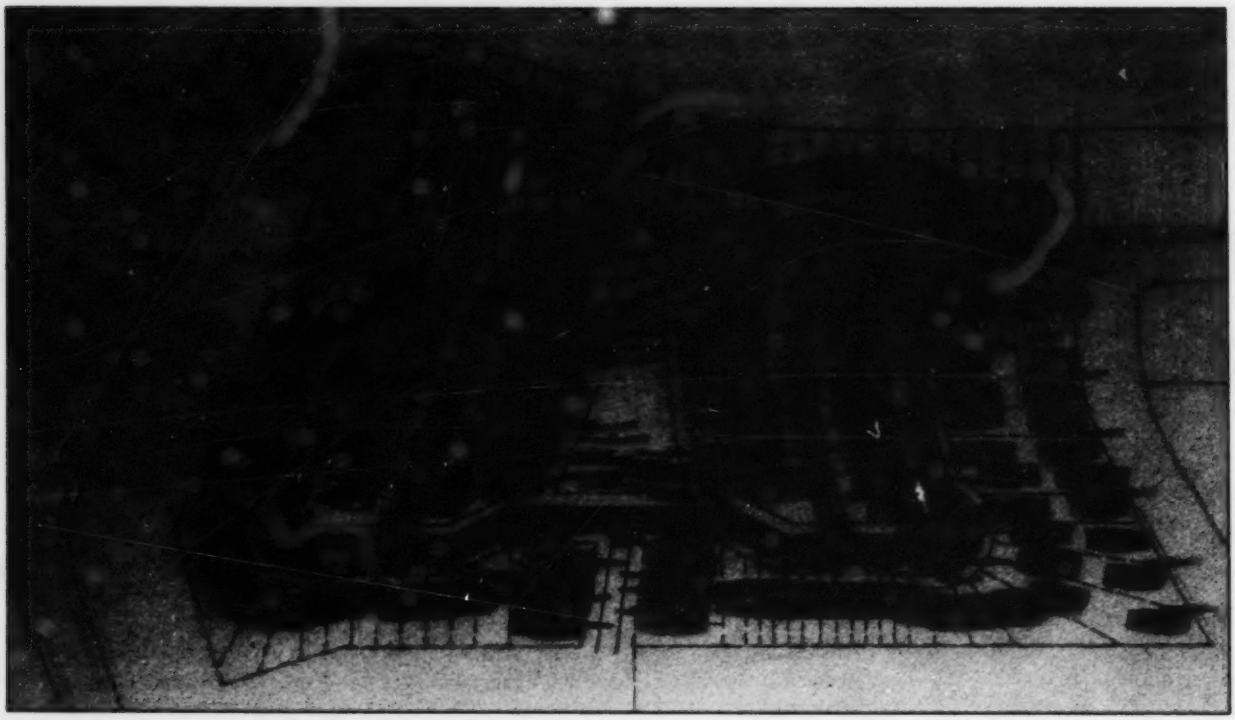
In keeping with the mandate to develop an affordable subdivision, floor areas have been kept modest. The finished floor areas proposed for the townhouses average 92 square metres (1,000 square feet). Those for the single and semi-detached units range from 92 square metres to 139 square metres (1,000 - 1,500 square feet).

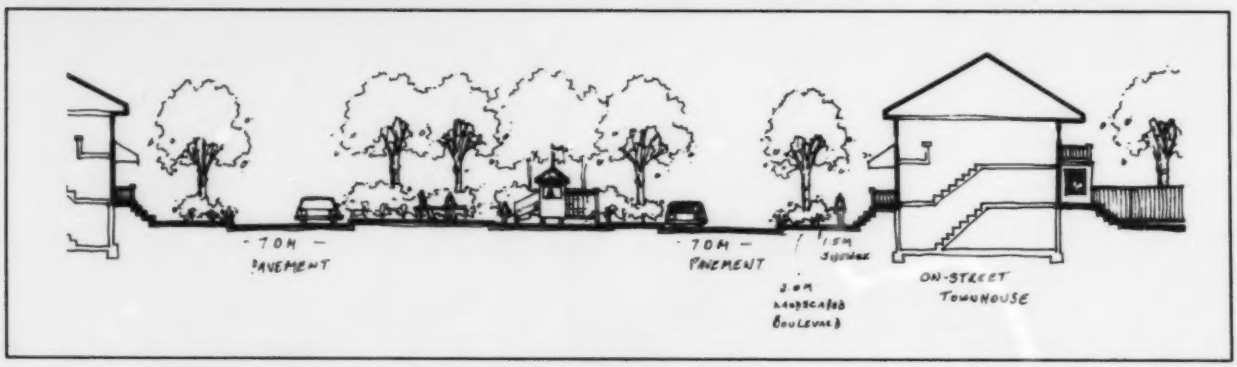
The proposed plan incorporates pedestrian walkways linking the site to the east and the west, and to the future community park and elementary school. The north-south street is the primary access to the site and has a sidewalk on one side in order to encourage its use by pedestrians.

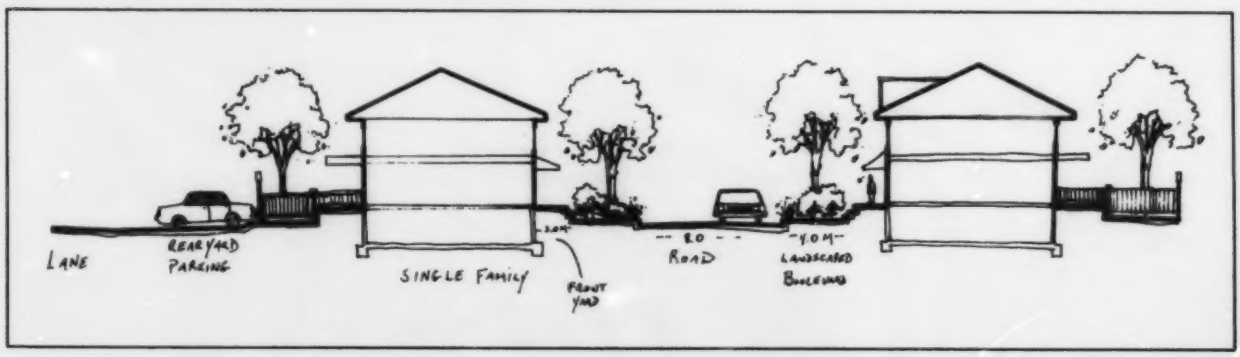
The proposed unit types are as follows:

Singles behind other singles	18
Conventional single family	68
Semi-detached	22
Townhouses	61
Stacked townhouses	26
Total	195






- 7.0M -
PAVEMENT
- 7.0M -
PAVEMENT
1.5M
SIDEWALK
2.0M
LANDSCAPED
BOULEVARD
ON-STREET
TOWNHOUSE


LANE
REAR YARD
PARKING
SINGLE FAMILY
3.0M
FRONT
YARD
- 8.0 -
ROAD
-4.0M-
LANDSCAPED
BOULEVARD

Team Seven

Team Leader :

John Zvonner

Team Members :

Ian Laurie
Ricardo Hendl
Tracey Bernard
Jacques Hamel
Rob McCulloch

SQUARE AT A INTERSECTION

The team defined its challenge as finding a design which would respond to opposing values of the near urban density required by the guidelines and the existing suburban context of the site. The team found its solution through six central ideas to emphasize the public realm:

1. **The "urban living room".** An urban square near the centre of the site, edged with mature trees and higher backdrop buildings provides a civic meeting place.

2. **The "urban halls".** Road extensions to and from the surrounding community are created to offer choices of travel for the residents.

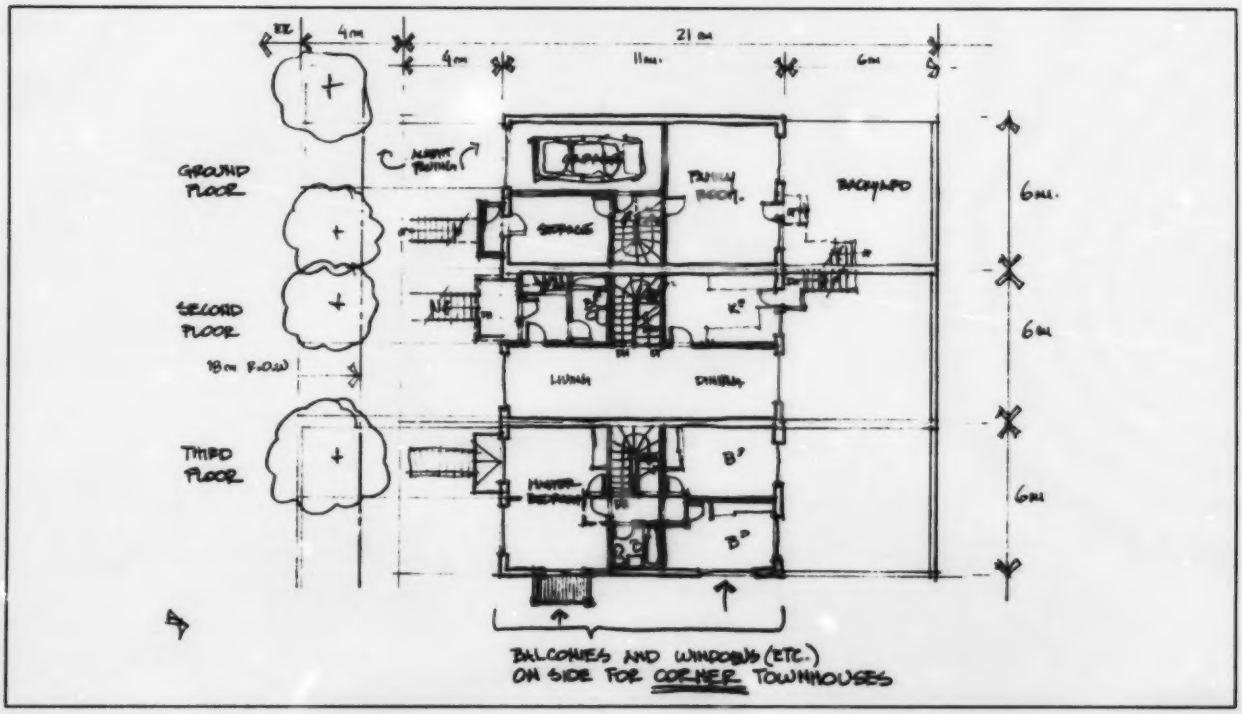
3. **Hierarchy of roads - from main to lane.** Two main streets with parallel parking are proposed. All streets but the laneways have at least one sidewalk. A grid street pattern creates intersections where things occur e.g. changes in direction, views, pauses, interchange and activity.

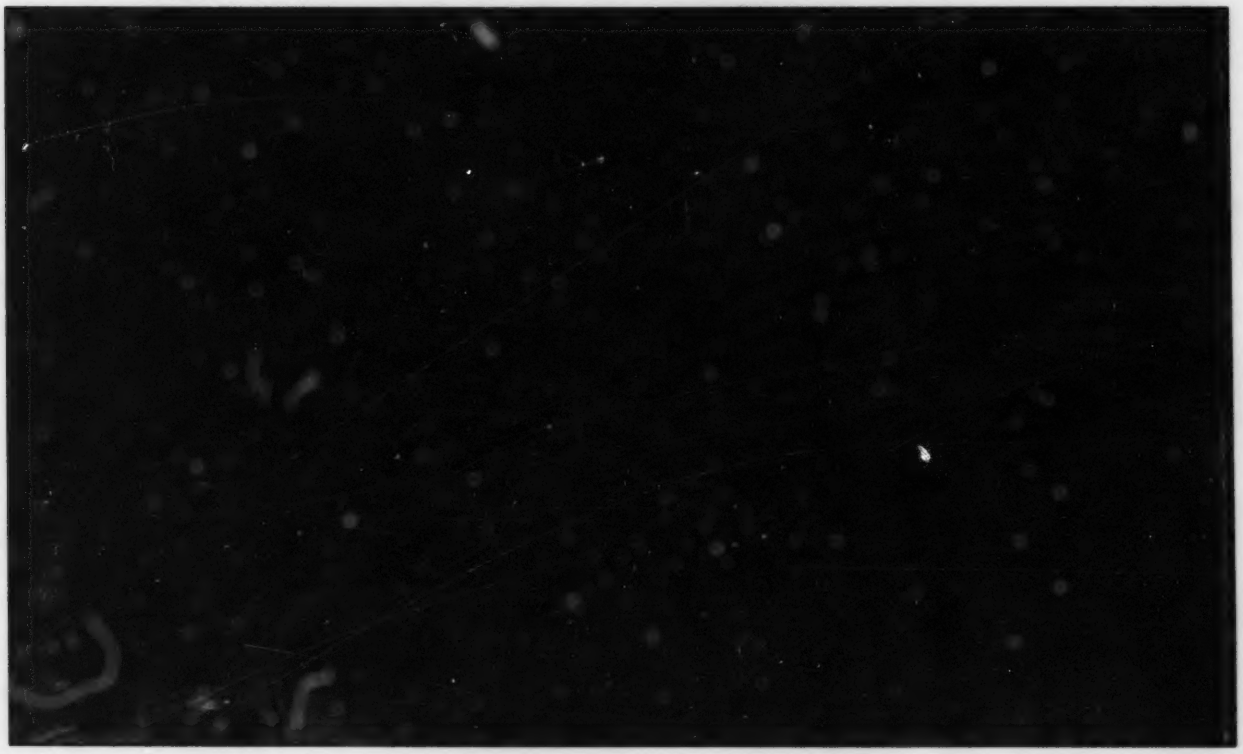
4. **Thoughtful corners.** Corners are important in reinforcing the quality of the street and their careful design uniqueness aids orientation.

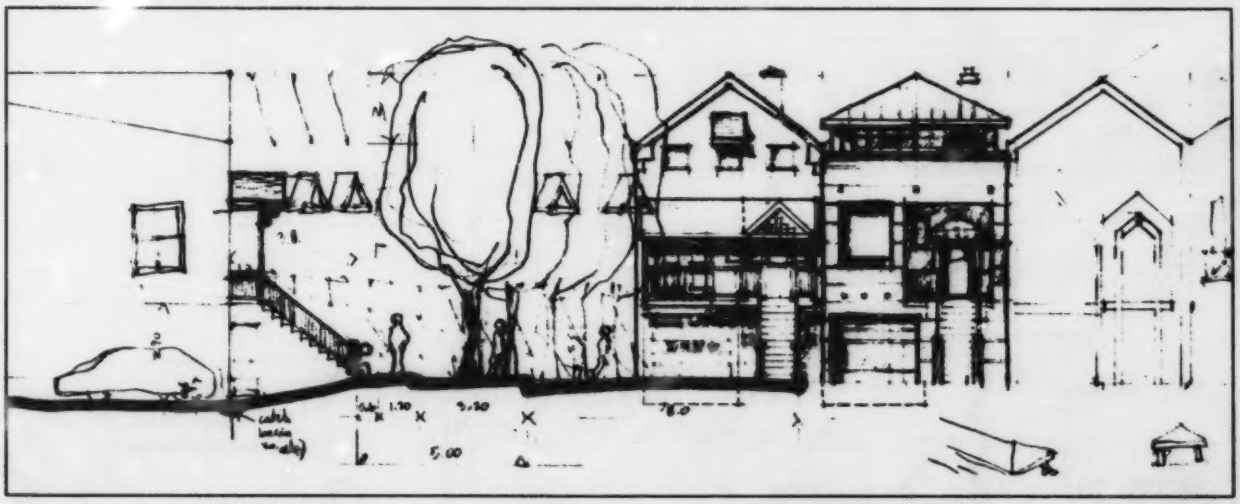
5. **The happy accident.** The team designed the site to promote unexpected meetings between residents. An example is the daycare and its fore-yard where the children congregate near the more "adult" square and can be discovered almost by accident while walking.

6. **Mixed use.** Mix use buildings, which accommodate local service businesses were considered essential. The team felt that mixed use is "the very core of dense living".

Following the notion of variety, the team proposed different housing types: singles, townhouses, doubles with attached garages with room for expansion above and apartments fronting on the park, suitable for a variety of small households.







Team Eight

TEAM LEADER :

Bill Haigis

TEAM MEMBERS :

Susan Smith
Peter Milke
Rochelle Newton
Mary Gregory
Jon Faurschau

THE VILLAGE GREEN

The site was developed with a village green concept, characteristic of the Victorian period. This Victorian theme is continuous throughout the village, to allow for a unifying character and sense of place for its residents.

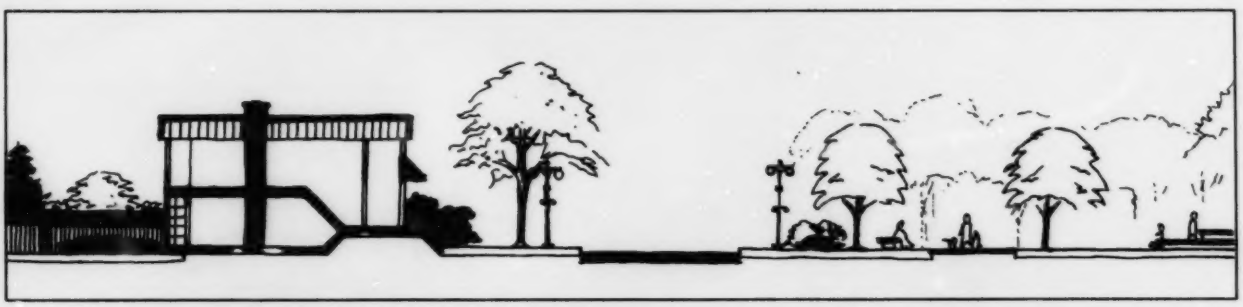
The proposal rejects the traditional suburban approach to urban design and aims at improving the relationship between the residents and the community by facilitating walking. The village green (approx. 0.4 hectares) is central to the overall neighbourhood and acts as a focus and orientation to the residential area. Four pedestrian paths connect the village green to the community and to external community facilities. A traditional grid street pattern increases the points of contact. A sidewalk is suggested for one side of the street in areas where pedestrian activity would be high.

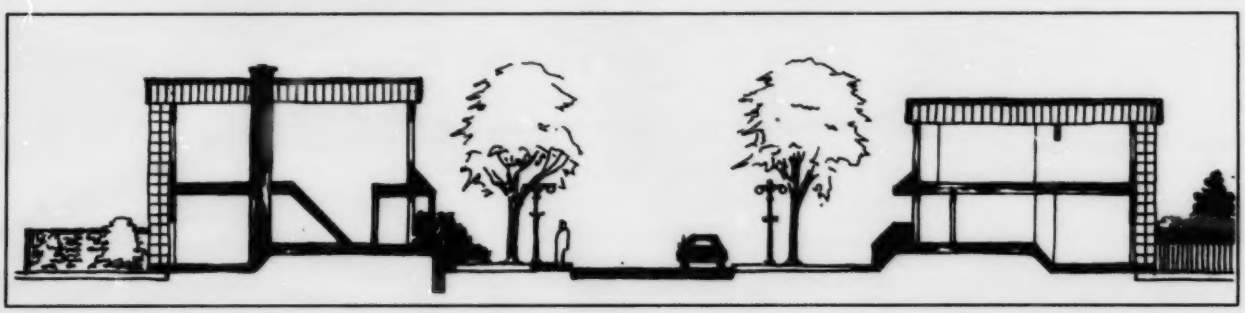
Although the alternative standard road pavement width (8 metres) was applied to the plan, a 6 metre pavement is recommended. The 8 metre width was found to be excessive, as a 6 metre pavement would allow for a parked car and still enable a passing car. In addition to reducing overall development costs, this would enhance the relationship between houses.

The Village is developed on the principle of higher densities surrounding the park, in order to maximize the benefit of the public open space. Low density single family homes are situated on the perimeter of the Village to allow for continuity with outside development. The majority of the lots have a north/south orientation to optimize solar energy.

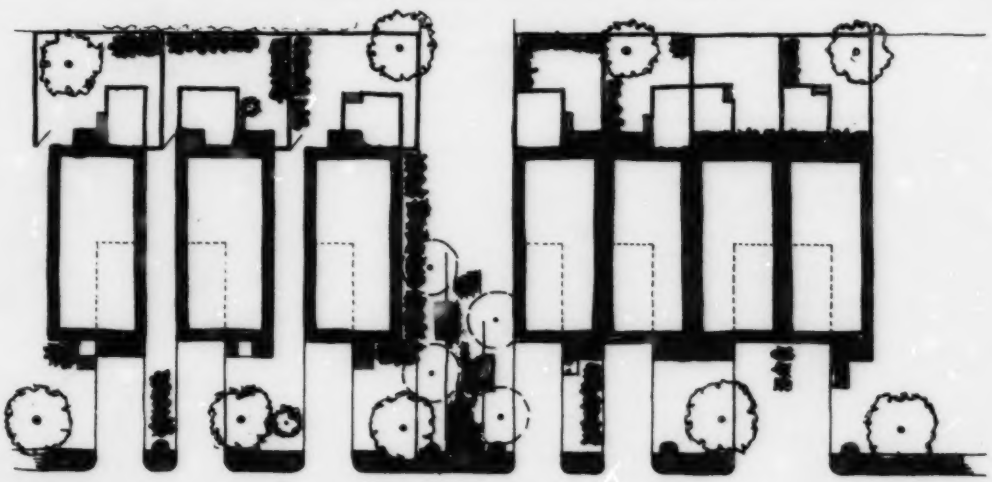
The unit types proposed are as follows:

Single family homes:	80
Townhouses:	100
Total	180





VILLAGE GREEN



TEAM LEADER :

Barry Hobin

TEAM MEMBERS :

Alex Leung
Chris Marshall
Gord Lorimer
Wendy Brawley
Mary Tasi-Wood
Robert Brassard
Sam Headge
Dino Debenedetti
Chris Marshall
Chuck Willemsen

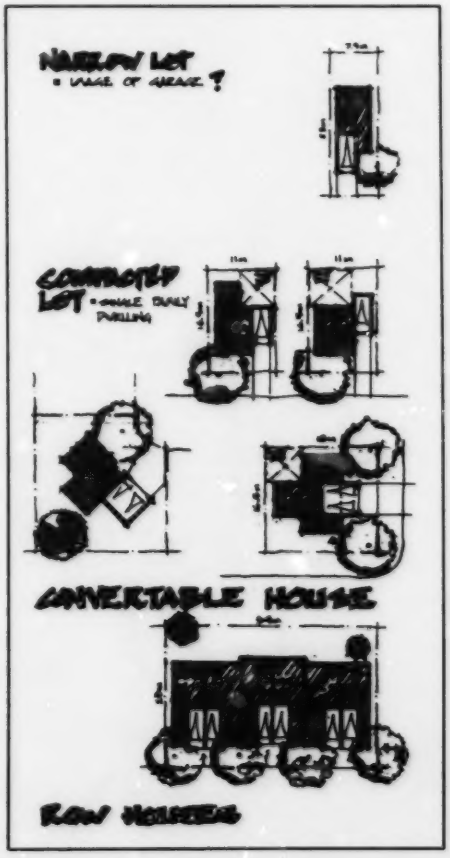
URBAN PARK, SQUARE LOTS & GROW HOUSES

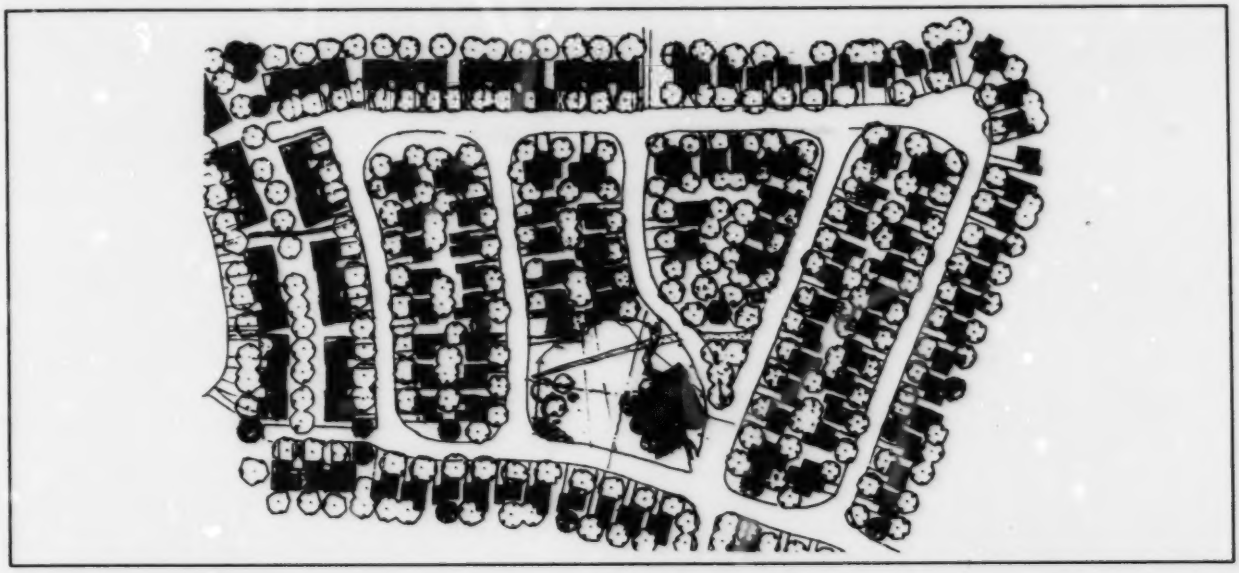
This proposal emphasizes the need for public spaces in suburbia. As the private space is reduced in favour of higher densities, landscaping of public areas is enhanced to create a neighbourhood that is more than houses. A square is proposed in order to create a sense of place with day care, postboxes, public transit stop and a store. Bicycle and pedestrian linkages between residential, commercial and work activities are reinforced. The team stressed the need to plan the public open space at the beginning of the process to ensure that it is well integrated into the development.

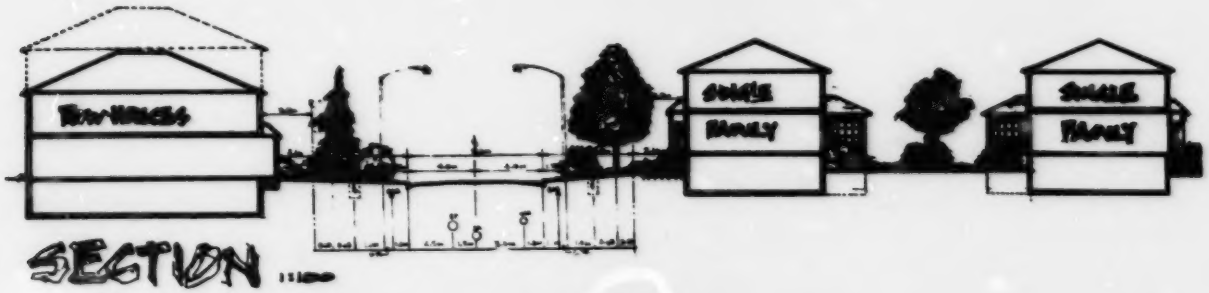
Intimacy and compactness is created by small urban gardens, backyard courtyards, smaller streets, smaller blocks and by district groupings of houses as opposed to continuous strips of houses. Planting larger trees along the narrower street with no curbs and sidewalks will help create a more pleasing space for pedestrians.

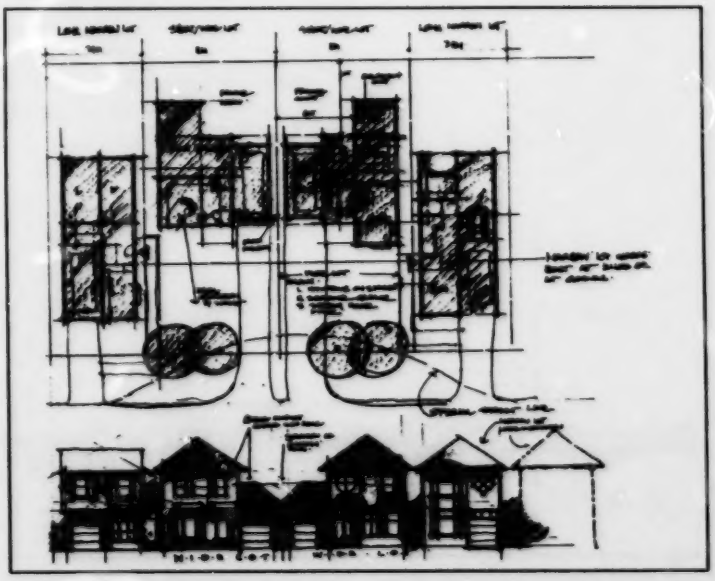
The team stated that a narrow lot is not a better solution. Instead it developed a square lot (16.5 x 11 metres) so that the car can be placed at the side or the back of the house rather than at the front. The wider lot allows for more windows on the street, a stronger house image, and a garage more separate from the house. The square lot provides a greater flexibility to design a house which could be expanded or converted to include a rental unit, a garden suite or an addition for the owner. This did not reduce the unit count.

Designing residential units with the potential for conversion offers a number of benefits: it maximizes the space available; it helps make a house more affordable (rental income); it provides flexibility by helping an aging owner or a young adult stay in their home. In addition, the mix of housing types and tenure which results from conversion allows for a greater social and demographic mix.






SINGLE FAMILY
SINGLE FAMILY
SECTION



Team Ten

Third Prize (co-winner)

TEAM LEADER :

Ian Young

TEAM MEMBERS :

Maged Kamal
Rhys Phillips
Dave Dalle Sasse
Pat Gillespie
André Tessier

LEARNING FROM OLD NEIGHBOURHOODS

The proposal of team ten addresses the need to create a supportive neighbourhood which can adapt to different household needs and which removes the car as the dominating icon.

A neighbourhood focus point is established in the form of a central square through which passes a pedestrian street linking the new neighbourhood to the proposed school and park as well as to the bus stop on the major collector.

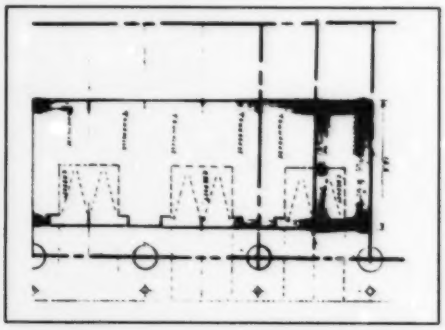
A legible grid pattern of primary and secondary streets defines the neighbourhood blocks. A lane system with six metre laneways allows for rear parking for townhouse units. Sidewalks are proposed on local streets along the property line. They are viewed by the team as important interactive public spaces as well as pedestrian circulation routes.

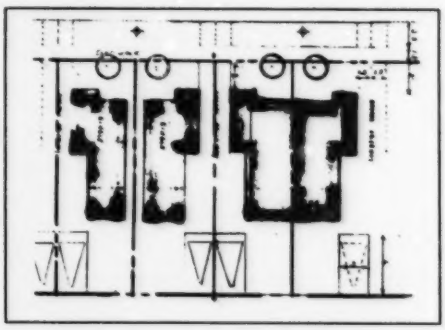
The presence of the car on the street is reduced not only through the use of laneways but also by shared driveways for singles and doubles as well as recessed garages for townhouses.

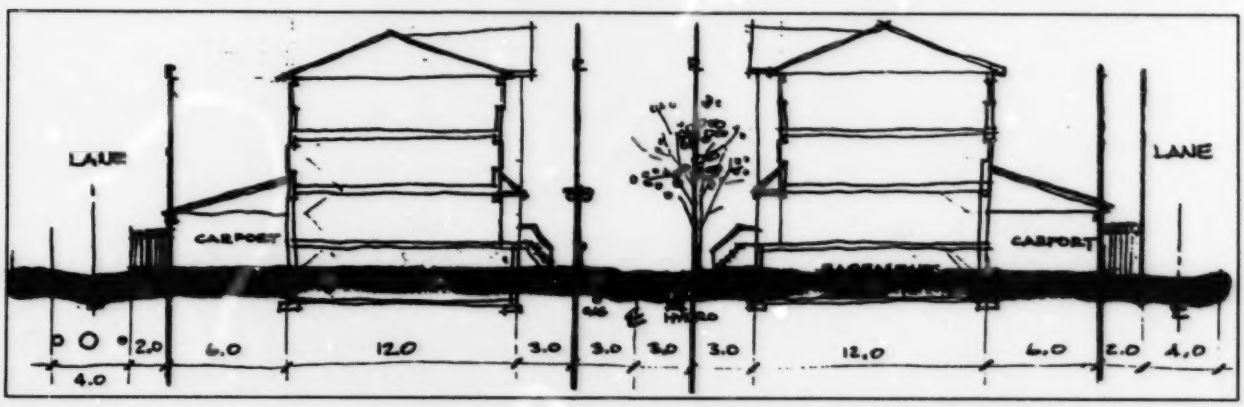
A variety of dwelling units that are flexible and suitable for households with different needs are proposed. These include townhouses, singles, doubles and apartments ranging in size. The intent is to accommodate a variety of households of different income groups.

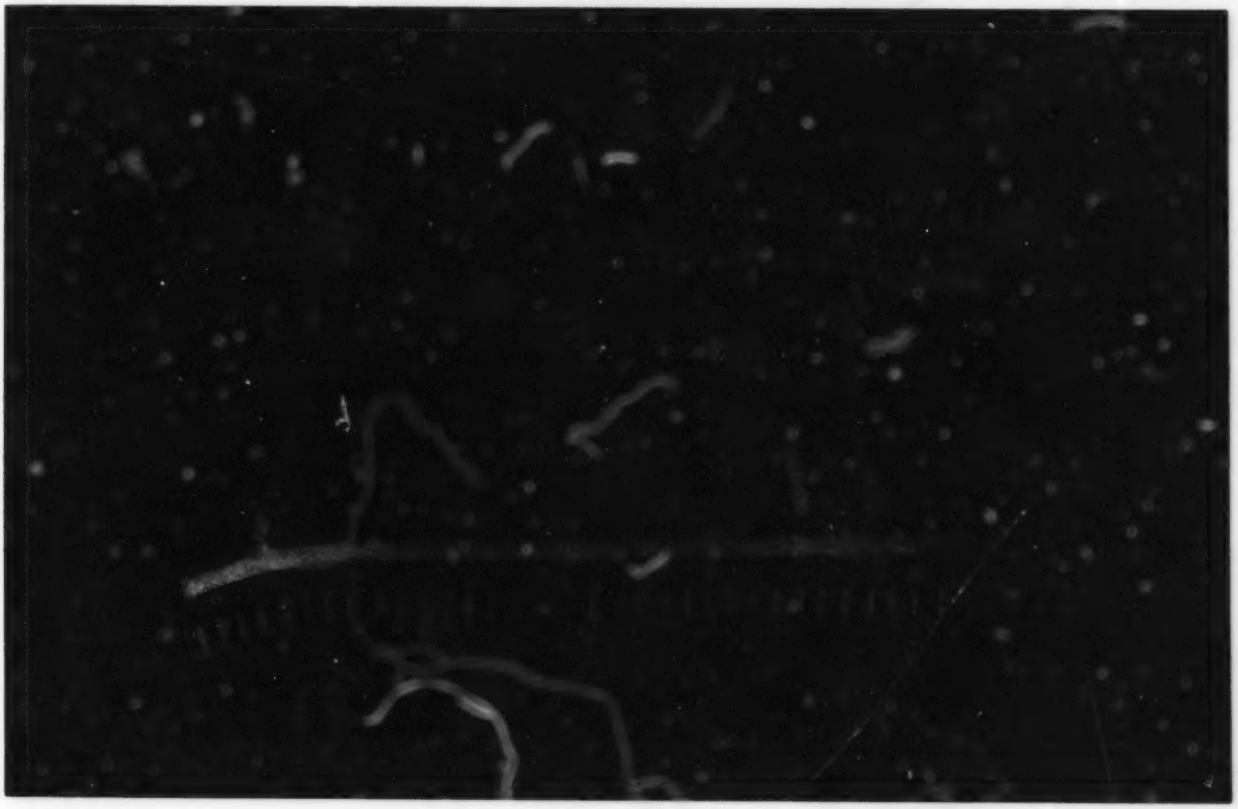
The following unit count was achieved:

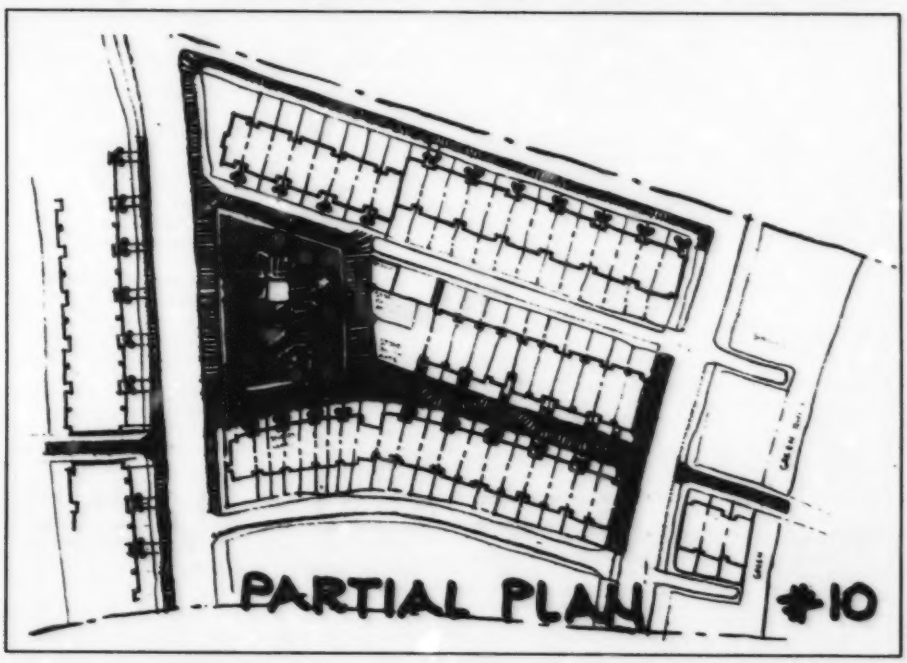
Singles (with opportunities for conversion)	78
Singles	28
Townhouses	72
Total	178










PARTIAL PLAN #10

Ottawa Citizen, Wednesday, February 05, 1992

The Small Approach

Demonstration project out to prove small is very best

The region has a $100,000 budget and big plans to launch a demonstration project of small houses on small lots with small price tags this year.

Talks with municipal politicians, officials and developers are getting close to nailing down a 10-acre site, with construction starting this year.

It's called affordability and making the most of land in a region where a plot of soil has zoomed up in price by more than 200 per cent during the '80s.

Land can cost $1,200 to $1,500 a linear foot, depending on what part of the region is targeted.

Technically the project comes under the title of *Alternative Development Standards, Proposals to Reduce Housing Costs.*

The 39-page report and recommendations by the Regional Working Committee on Alternative Urban Development Standards has spurred a flurry of activity between regional planners and engineers, developers, the municipalities and architects.

"We would like see homes for sale within a year," says Marni Cappe, manager of Housing Policy for the Regional Municipality of Ottawa-Carleton.

Cappe is a determined optimist who has been with the working committee since the start and wants to see some foundations and roofs by the end of the year.

"We think this is a worthwhile demonstration project," says Cappe. "The benefits are aimed towards more compact, energy efficient housing that is also affordable."

The 22-member working committee took the wraps off a discussion paper last September and immediately launched into a round of visits to local municipal engineering and planning offices to garner opinions.

The committee suggested roads be shrunk from 20 to 16 metres and curbs be done away with. There were also recommendations to shrink lots and modify access for water, sewers, cable and hydro to homes.

Preliminary studies indicate savings of $7,000 up to $9,000 per home depending upon the number of the tiny, perfect lots in a community.

The savings are not firm because area planners might decide to incorporate the small lots and homes as pockets in a larger community or design an entire small neighborhood.

There are some financial stumbling blocks that could derail the whole project, including increased costs for snow removal because of the narrow roads.

Snow removal can be a big ticket item to municipalities and committee members are currently working out numbers to ease fears.

Committee member and Kanata planner Rob Phillips doesn't think the narrow roads and lots will pose a big problem and residents would accept municipalities pushing snow onto their property.

NEW HOMES

SHEILA BRADY

"Snow removal and trucking it away can be extremely expensive," said Bill Arthur, Kanata's deputy engineer.

Committee members are also working to ease fears over provincial subsidies which cover up to 50 per cent of road maintenance costs. The vast majority of roads are 20 metres but the province has funded narrower roads, says Phillips.

Talks are in the final stages with developers and area municipalities to pin down a site for the demonstration project which already has won an $80,000 grant from the Ontario Ministry of Housing and an additional $20,000 from the Federation of Canadian Municipalities.

This money will pay for research and the salaries of project staff.

One of the biggest challenges will be to design homes and communities that have buyer appeal. The committee thinks it has the design problem licked.

Great Ideas for Small Spaces is a three-day design charrette planned at Regional Headquarters during Winterlude. Some 30 architects, planners, engineers, developers and students have already signed up to participate in the design contest which will run on Feb. 14 thru to the 16, says Charrette co-director Mark Glassford.

We expect to have about 60 participants who will form teams and then design and plan an integrated community of single family homes and townhomes, says Glassford. More information about registration can be obtained by calling Sylvie Grenier, co-director of the charrette, at 560-2055.

The teams will be asked to design clusters of single family homes and townhomes for a 10-acre site in the east end. The teams will be told to concentrate on the look of the community, maximizing privacy when lots are small besides showing inside layouts.

The public is invited to watch the teams draft drawings and form models of the communities which could be our link to future affordability, says Glassford. It would also be good if the public gives advice from the sidelines. Ontario Housing Minister Evelyn Gigantes will be on hand Sunday evening to hand out $1,000 in prizes to the top winners.

Marni Cappe is hoping some of the winning designs will actually be built this year.

The Ottawa Citizen, Tuesday, February 25, 1992

Winner: Max Bacon with top plan for new community —Jack Schelshorman, Citizen

Design contest shows small makes good financial, community sense

Architects, planners, engineers, students and even sociologists combined ideas on a weekend in mid-February to design affordable suburbs with a heart.

Plans borrowed ideas from the Glebe and combined central green parks, courtyards, community centres, local stores, back lanes and a mix of flexible housing for all ages and family sizes.

The 10 teams also looked at the car and some suggested parking in wide, treed boulevards.

The challenge was to take a 12-acre site in the East End and design 180 baby-sized houses, on baby-sized lots, with baby-sized price tags and enough good looks to be a marketing hit with buyers looking for a new address.

Regional government, backed by a $100,000 grant from the province and the Federation of Canadian Municipalities, are negotiating with an area municipality and developer to make housing more affordable by shrinking lot sizes and road allowances.

This is key in the housing industry where land has shot up in price by more than 200 per cent during the '80s.

It is hoped work will start this summer on a demonstration project to build a mix of small homes on small lots in the East End, says Regional Commissioner of Planning Nick Tunnacliffe.

Results of the Valentine's weekend design contest are important visuals to convince developers and municipalities the small concept can work.

The design challenge, *Great Ideas For Small Spaces*, started on Valentine's Day and ended two days later on a Sunday evening when Ontario Housing Minister Evelyn Gigantes handed the $2,000 first place prize to Max Bacon and his team of planners, landscape architects and students.

The British-born Bacon knows about urban planning.

He is known as the *Grandfather of Planning* among planning professionals and is the man who initially developed the look and feel of Blackburn Hamlet in the '60s and later Orleans for the multi-national Cocan.

Orleans was the second-fastest growing community in Canada back in the boom years of the mid-80s but was also criticized for looking like a giant cookie cutter had been working overtime turning out look-alike houses.

More than 500,000 Canadians are living in communities planned by Bacon who was the director of planning for Mississauga in the '50s and then joined the large consulting firm of Proctor & Redfern Limited.

The winning Bacon team designed a mix of 183 units, starting with 24 expandable single family homes on 26 foot wide lots and a price tag of $110,860. There were also townhouses and Quad units planned for the corners of the main collector street that snaked through the community.

All of the units are designed with future expansion a possibility, says Bacon. Parking is set back and the houses are designed around a rear courtyard.

A green park with a future community centre is in the centre of the site.

Jury-member Avi Friedman, the McGill University professor who made affordable grow homes a marketing hit, praised the Bacon team for developing a sense of neighborhood, limiting the number of roads and the need for costly infrastructure.

He also cautioned the contestants that planning is a series of compromises when trying to marry buyer's expectations, affordability, the Canadian winter with the snow removal problems and introducing zoning changes.

The Bacon proposal was the most conventional, sticking to contest guidelines and proposals for the demonstration project.

Other teams were more radical.

First-year Carleton University architecture student Raj Rana and his team of students and professional architects moved the car and parking away from the small singles, putting them in wide, treed boulevards.

Front porches and shared backyards were key in developing a sense of community in the proposal which shared third place with Ottawa architect Ian Young. Young's team proposed walk-up apartments, townhomes and singles on a grid pattern with almost 50 per cent of the units facing a common green centre with room for benches, children's play and a potential square for commercial development.

The small and affordable concept has a lot of political support, starting with Regional Chair Peter Clark who strongly supported the idea of increasing the density of housing in the suburbs but keeping a human and neighborhood face.

"I'm convinced alternative standards can work and convinced by working together we will be building for the next generation."

NEW HOMES

SHEILA BRADY